

Bicycle Advisory Council Transportation Criteria Manual Update December 15, 2020 Meeting



TCM Update Overview

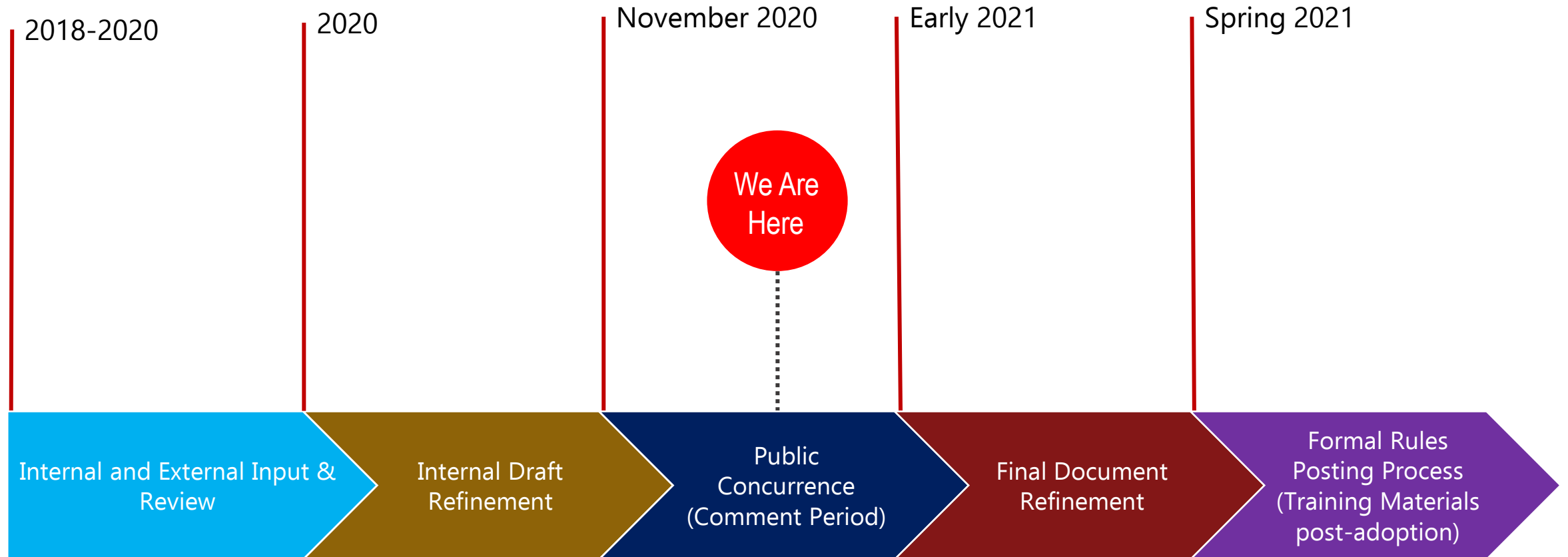
The criteria presented in the updated Transportation Criteria Manual provide a foundation or starting point for engineering design decisions. The criteria presented in the manual are based largely upon the standards, guidelines and policies set forth by the American Association of State Highway and Transportation (AASHTO), National Association of City Transportation Officials (NACTO), and the Institute of Transportation Engineers (ITE).

Summary of Significant Changes:

- Prioritized safety for sustainable modes of travel (peds, bikes, etc.)
- Modernized criteria to be in line with current local & national best practices
- Introduced flexible design to account for existing conditions
- Updated criteria for analysis of development transportation impacts

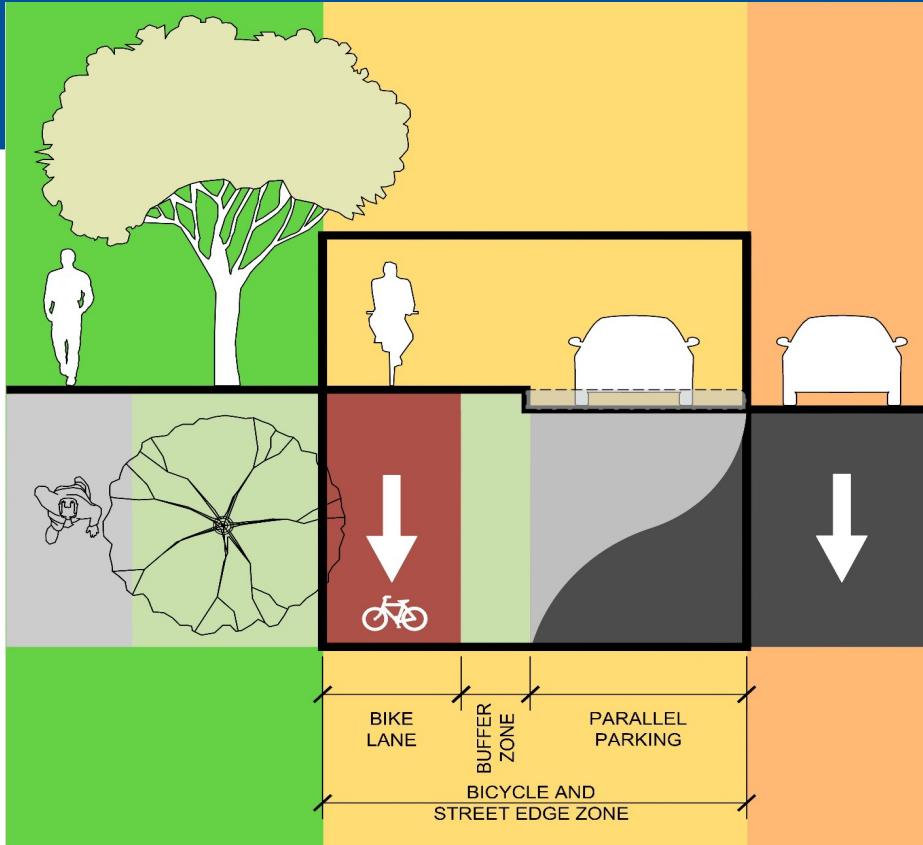


Project Timeline



Content Overview: Section 5 – Bikes & Urban Trails





**Bicycle and street edge zone is reserved space
separate of vehicular users within the right of way**

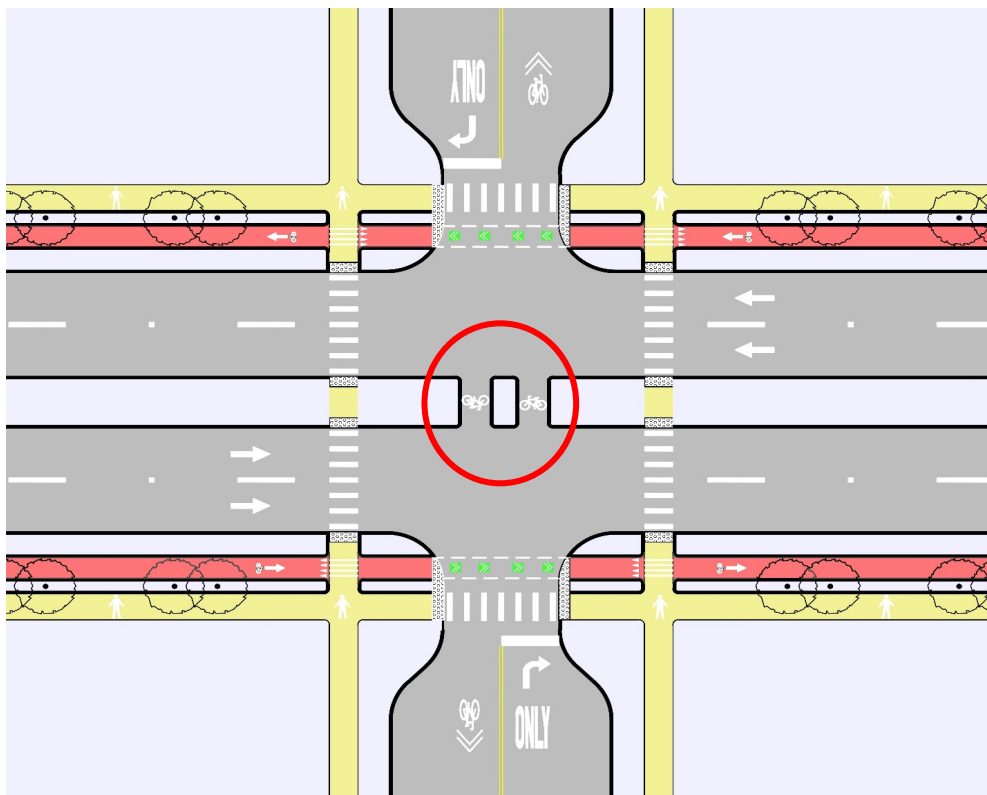
Protected Bikeways



- Separate bicyclists from the street zone
- Raised buffer increases safety and increases comfort for bicyclists



Neighborhood Bikeways

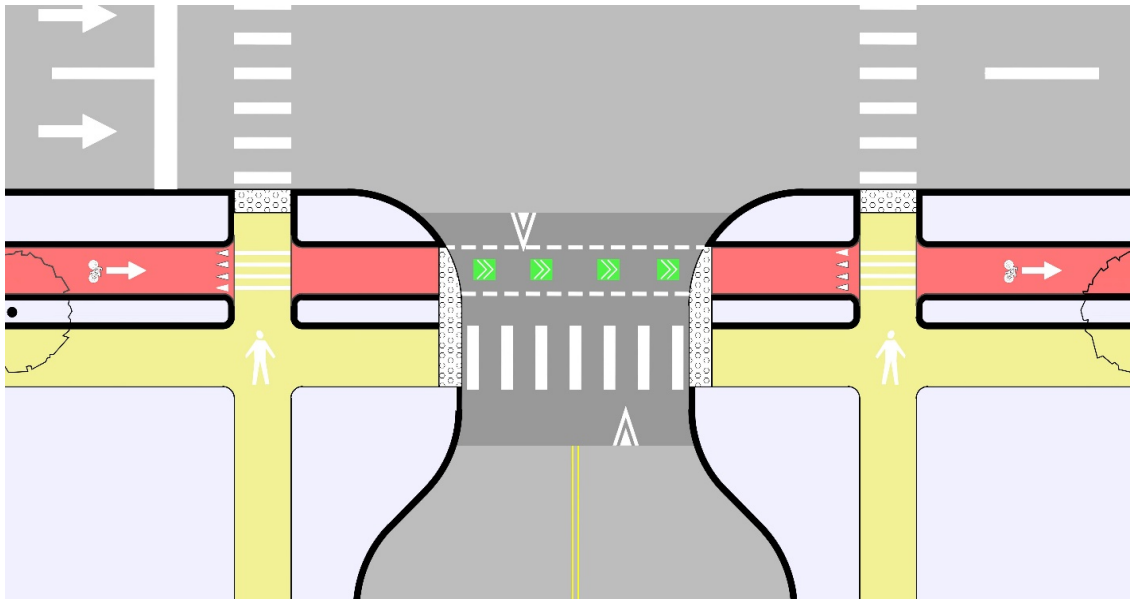


- Restrict vehicle crossings at Level 1 intersections
- Connectivity maintained for bicycle networks

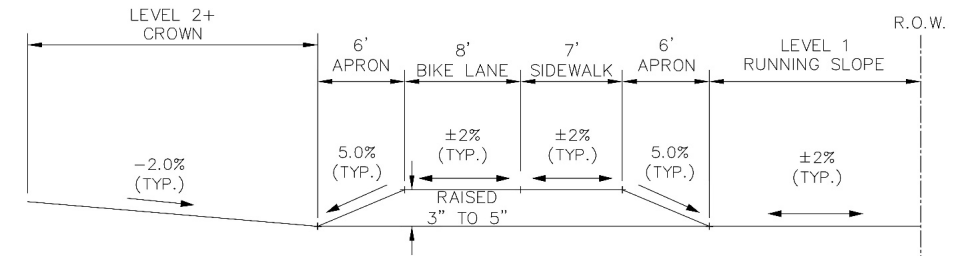


Crossing Treatments:

Minor Street Crossings



- Bicycle crossing is emphasized at Level 1 streets



- Elevation of bicycle path is maintained across street



Bike Lane Color & Markings



- Uniform coloring of bicycle network
- Highly recognizable and consistent as bike network is developed



Urban Trail Cross Sections



- 12 feet width, design for two-way travel
- Shoulders of 2 feet, or 5 foot separation from back of curb next to a street
- Maximum cross slope of 6% (shoulders 6H:1V)
- Railing requirement (<5 feet recoverable area)



Urban Trails Geometry:

Design Speed



- Establishes design speed at 18 mph
- Provision for alternate design speed in parks



Urban Trails Geometry:

Grades & Vertical Clearance



- Vertical clearance of 10 feet standard
- Provisions for more if maintenance, emergency vehicles, or overhead utilities

Running Slope of Trail Segment		Maximum Length of Segment
Steeper Than	But Not Steeper Than	
1:20 (5%)	1:12 (8.33%)	200 feet
1:12 (8.33%)	1:10 (10%)	30 feet
1:10 (10%)	1:8 (12%)	10 feet



Trail Access



- New access requirements near points of interest
- Bollard requirement adjacent to streets



WE WANT YOUR FEEDBACK!

- SpeakUp Austin Website:
www.speakupaustin.org/transportation-criteria-manual
 - Full Draft Document & Individual Sections
 - Videos with brief overview of content
- Ways to Give Comments:
 - SpeakUp Austin Website (on each Section home page)
 - Email: TransportationCM@austintexas.gov

Comment Period Open until December 31, 2020

